

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE



**Applicant:** Jeff L. Hymer

October 7, 2003

**Serial No.:** 09/207,871

**Art Unit:** 2875

**Filed:** 12/08/1998

**Examiner:** James W. Cranson

**For:** HIGH SIGNAL LIGHTS FOR AUTOMOTIVE VEHICLES

Commissioner for Patents  
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Alexandria, VA 22313-1450

TECHNOLOGY CENTER 280C

OCT 15 2003

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**RESPONSE TO EXAMINER'S ACTION DATED APRIL 7, 2003**

Sir:

Claim 3 has been rejected as unpatentable over Robbins in view of Stover, claim 4 has been rejected as unpatentable further in view of Groeller, claim 5 has been rejected as unpatentable further in view of Groeller and Roney, claims 6-8 have been rejected as unpatentable over Marshall in view of Kelley, and claims 9 and 10 have been rejected further in view of Roney. Reconsideration is respectfully requested in view of the following comments.

Newly cited as a principal reference against claims 3-5 is the Robbins patent, the other patents having been cited previously in this or the parent patent application of applicant. Robbins discloses in the drawings and text a center triple light and side lights at the top front of a high truck body and notes in the text that such lights are used front and rear to define the extreme marginal edges of a truck or trailer. As such, these lights were well known to the trucking industry long before the Robbins patent, as noted by applicant's

attorney in his appeal brief on page 3, last paragraph, previously filed in this application. Thus, Robbins is cumulative to what has already been defined as prior art in this application.

Robbins, in column 3, lines 19-26, does briefly comment with respect to FIG. 6 that the center triple light on the front panel of the truck body may be selectively energized to signal to other trucks. Robbins makes no further suggestion as to what the signals might be.

Applicant's claim 3 is limited to signaling to a plurality of following vehicles and to mounting the signaling devices adjacent to each side of the vehicle with the covers and lenses facing rearwardly. Neither Robbins nor Stover suggest mounting the signaling devices at both rear top corners of the first vehicle because neither patent even suggests mounting a signaling device at one rear top corner.

With respect to claims 4 and 5, neither Groeller nor Roney make any further disclosure of light location but are merely directed to using and mounting LED light sources. Claims 4 and 5 incorporate claim 3 by reference and therefore should be allowable with independent claim 3, which is clearly not suggested by Robbins and Stover.

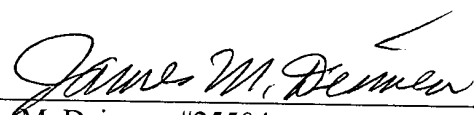
With respect to independent claim 6, it should be noted that the filing date, July 11, 1996, of Marshall, the principal reference, is four months after the March 11, 1996, filing date of applicant's parent application which disclosed the location of the signaling lights at the top rear left and top rear right of the truck body. Marshall is therefore not prior art to applicant's claim 6. Kelley adds nothing further to suggest applicant's signaling lights locations. Claims 7 and 8 incorporate claim 6 by referenced and therefore should be allowable with claim 6.

Claims 9 and 10 also incorporate claim 6 by reference and therefore should also be allowable with claim 6.

In sum, claims 3-10 are believed allowable over the cited references.

Respectfully submitted,

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